

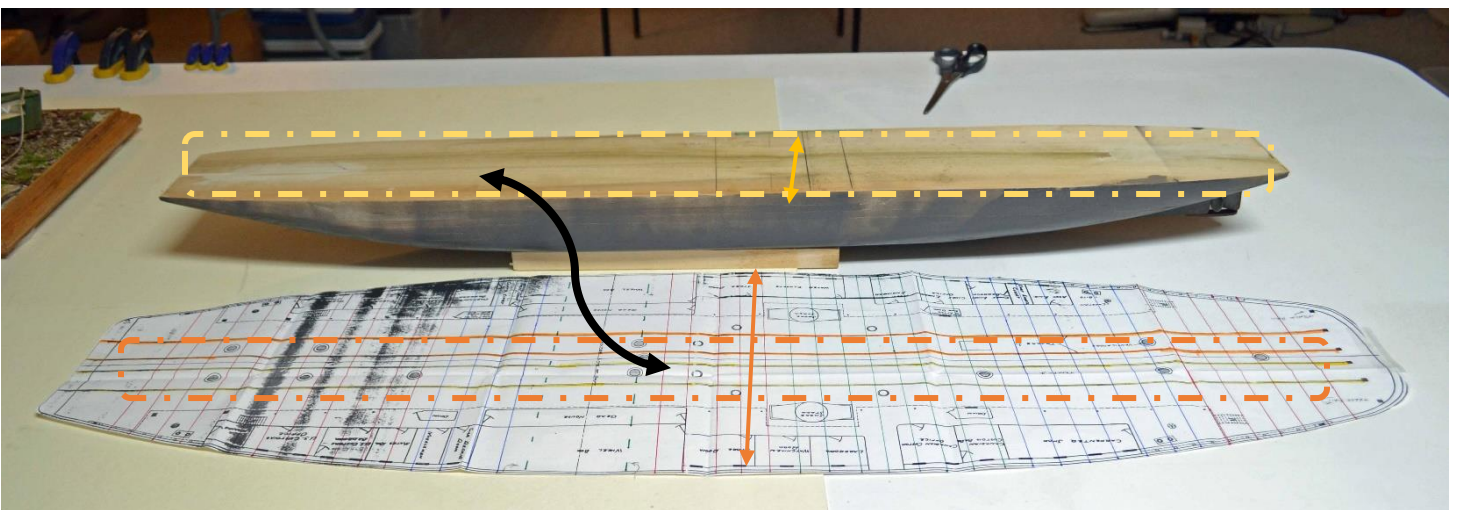
## TRANSFER (II), 1888

### The first steel hull among the Great Lakes car ferries

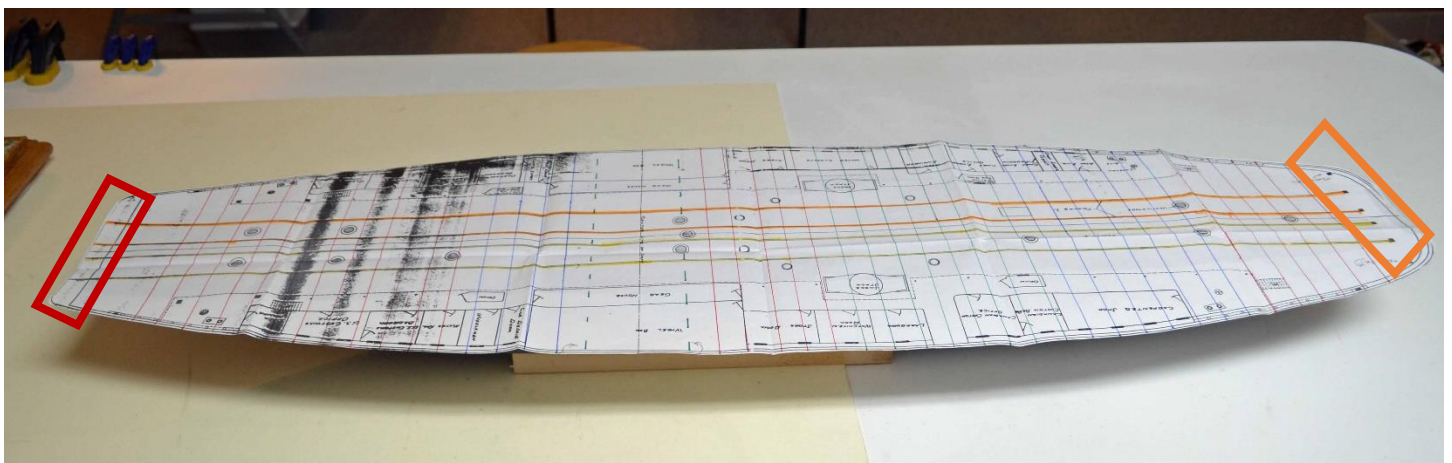
#### Phase 2 of the Build: The Main Deck

I have cut out the main deck plan. The **Yellow** arrow beam surface is 5-inches. The **Orange** arrow overall beam shows weigh in at 12-inches. The data from center 5" of the 12-inches needs to find its way to the hull and scribed onto the hull's surface. The most important line to transfer first is the centerline.

The Hull built vertical is 2-inches, but it needs another 1/8" additional height to get to the main deck surface. I intentionally did this to make the outrigger beam assemblies a much easier task. In addition, the hull is not the end-to-end of the main deck surface. There are a couple of "tail gates" to be put in place.



**No. 2: 1** Since this hull sides are parallel for most of the run, a machinist square will do the trick as to the centering of the outrigger beams and the location of the ventilator holes to be drilled.



**No. 2: 2** The plan sheet I spray glued to a piece of card board and re-trimmed so I could keep it flat to remain accurate when used as straight edge to a pencil when final shaping of the outrigger beams. Note the **fore** and **aft** "tail gates" are on the plan. I made copies of each and used them as templates.

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**No. 2: 3** The base board is just two lengths of pine board (**Green** arrow) “pinching” the keel of the hull bottom. Hence, the weight.

The beams are 1/8” 1/16 basswood and my Byrnes saw cut from 1/8” x 3” x 24” sheets. IN this case, I cut 8 strips and stopped. I laid the 8 side by side wrapped the tape so as to keep the flat assembly flat. Working from the center (the Purple arrow), I cut off 13” beams. This gives me a 1/2” “wobble room”. Keeping the beams taped I scribed the centerline. I used the same method on the spacer blocks.

To economize on the wood, I checked every 8 beams to see if I could reduce the overhang needed.

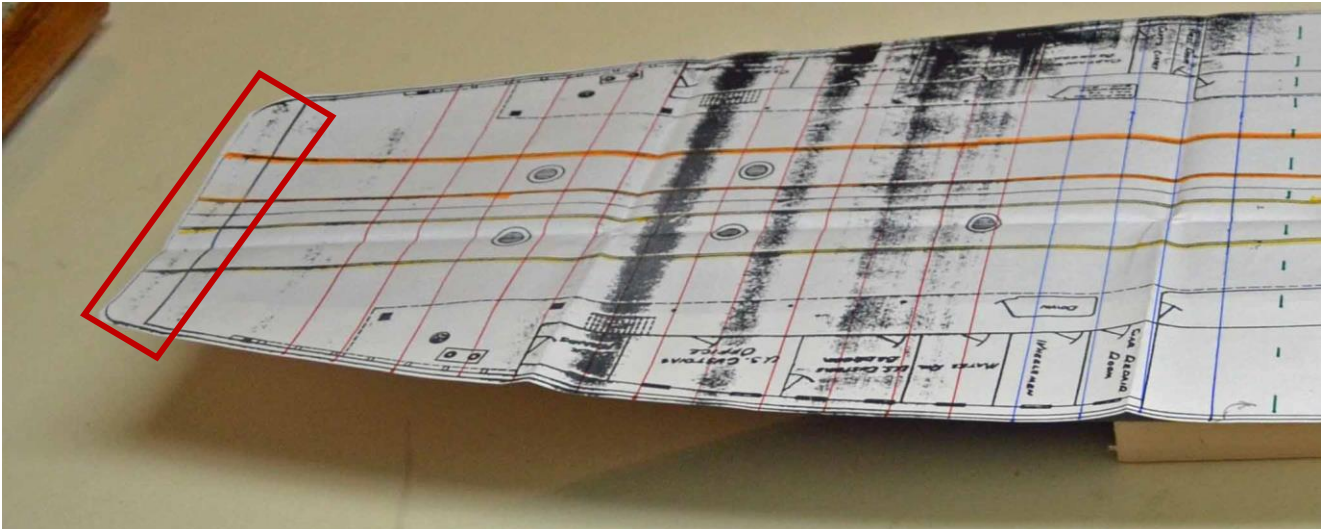
The **Yellow** arrow shows the scribing of the beam locations aft. However, once I got started, I realized I did not have mark any more lines, as it was self-marking after I had glued, in place, the first beam and spacer block accurately.

This leaves it to two more locations: **Fore** and **Aft** construction.

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Fore:



No. 2: 4 This is the docking end of the ferry.



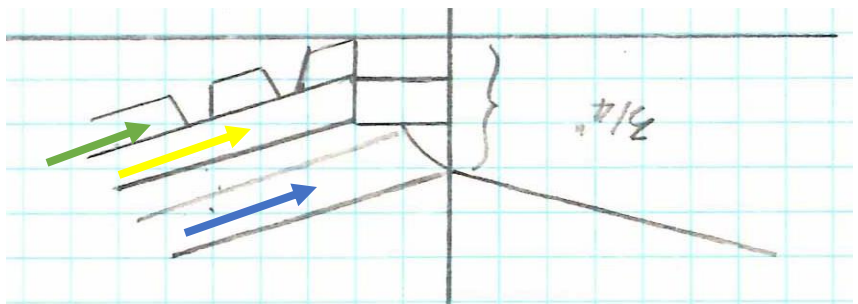
No. 2: 5 This is the docking end of the ferry's hull set to receive "tail gate" beam assembly. Note the 1/16" basswood "cap". I added that piece to cover the grain of poplar and to assure I had a smooth gluing surface for this assembly.

There are three beam levels:

**Green:** Main deck surface.

**Yellow:** outrigger level.

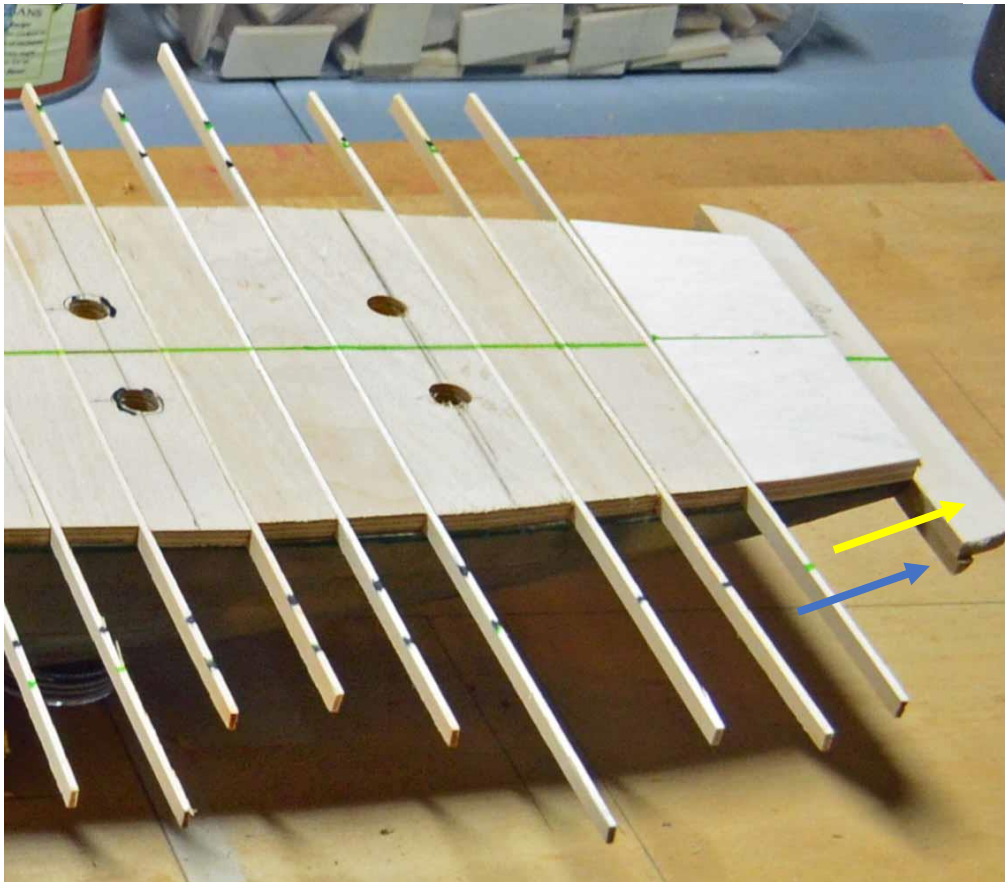
**Blue:** Quarter round transition to hull.



No. 2: 6 Pencil and paper. Old fashion but it still works.

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**No. 2: 7** The quarter round and outrigger were attached when the hull was face down. See **No. 2 3** (Red arrow).



**No. 2: 8** The main deck beam on the plan could not be used as a template because I had to accommodate the HO railroad positions. I admit it that I cheated and did not use a full beam blank. To make sure the docking holes were perfectly aligned with the rails, I cut 4 blanks from one. I took a picture, above, and moved on. It did not take me long to move back. I have said before the poplar is not basswood and I could not let it go. I have since corrected the beams.

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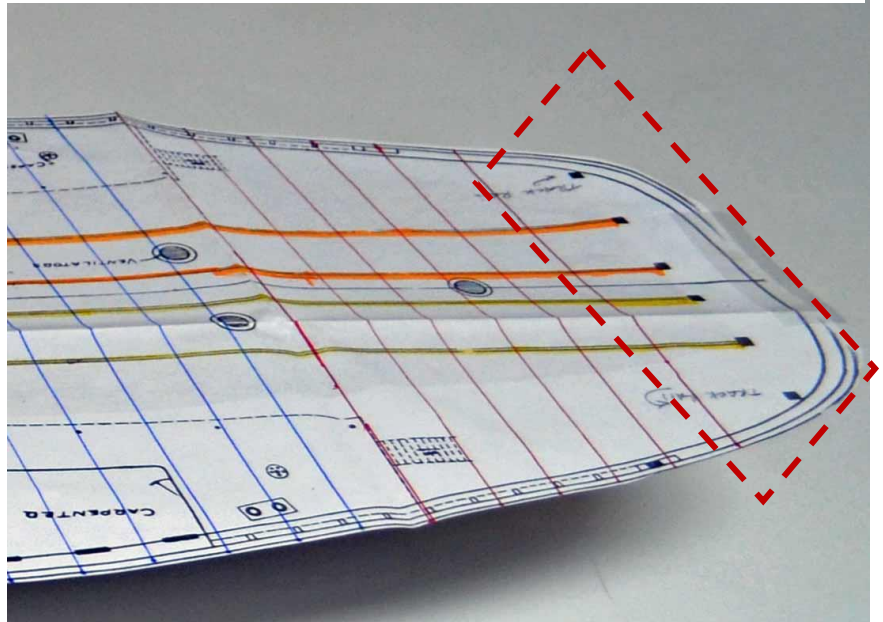
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**Aft:**

**No. 2: 9** The template.

The procedures of the Fore are repeated in the Aft. What varies is timing. When the hull was completed, there was a rudder and prop to consider, a keel to be completed and a bow stem.

What made it easier, was I just had to turn the hull over to a nice flat surface.



**No. 2: 10** Main deck installation completed.

When that was completed, I had another choice to make. Was this the time to paint the hull. To finish the panting of hull knowing hull still had what you just saw: fore and aft attachments.

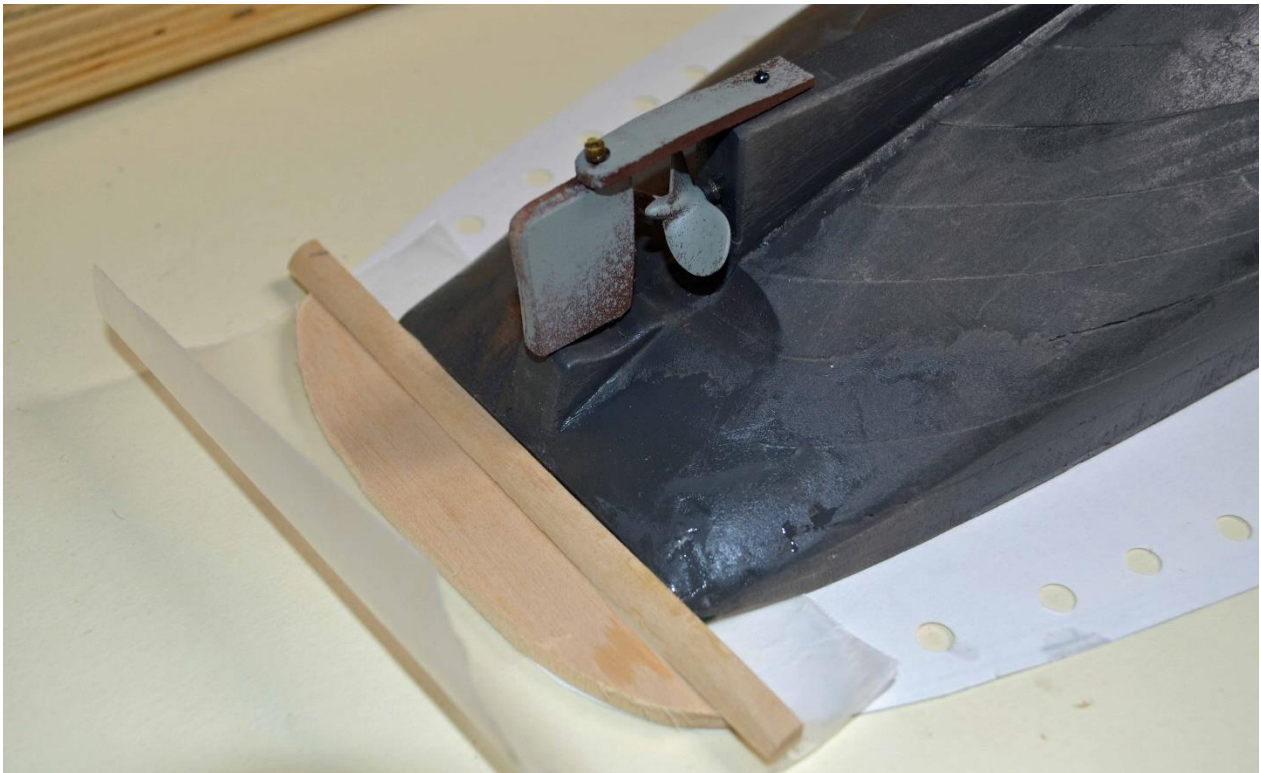
Since the fore and aft assemblies were three-fold, I got the quarter round and main deck elements seated, but not painted.

So, we have one end bringing rolling stock on and off, and the other end trying to keep them from ending up in a great lake!



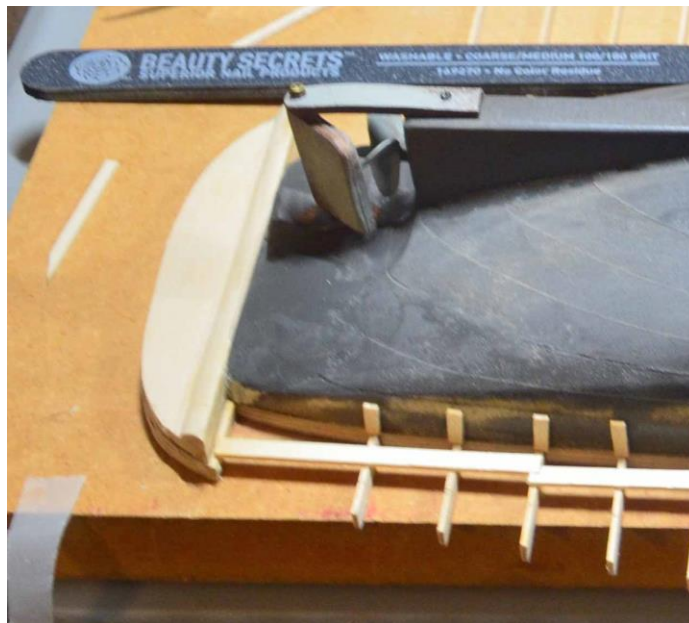
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**No. 2: 11** A work in progress.

**No. 2: 12** Completed and what is coming up!



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**No. 2: 13** The making of the surround coming up later.

**Bill Strachan, November 7, 2022, Connecticut Marine Model Society**

F: Transfer II Build Phase 1 The Main Deck part 1